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REPORT NO.

CD NO.

East Germany

DATE DISTR. 16 December 1953

Vietmannsdorf (Schorfheide) Airfield

NO. OF PAGES 7

ACQUINNED

NO. OF ENCLS.
(LISTED BELOW)

DATE OF INFO. 3

SUPPLEMENT TO
REPORT NO.

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THIS IS UNEVALUATED INFORMATION

25X1X

25X

25X1

1.

The bomb dump under construction was located in forest subdistricts (Jagen) 104 and 116, northwest of Kurtzschlag; a standard-gauge track which branched off from the spur track to the field was being laid to the bomb dump by the private firm of Guenter; grading work on the dispersal areas at the ends of the runway was completed and, on 16 September, concreting work was started; the Baununion Brandenburg received the contract for the construction in 1954 of a second taxiway north of the runway; additional clearing work was necessary before this work could be started.

2.

Concreting work on the runway was completed in September. Only repair work was still being done on the runway. In the fuel dump, in forest subdistrict (Jager) 162, excavation work was under way on round holes, each about 18 meters in diameter and about 1.6 meters deep, which were provided with concrete walls, about 1 meter thick. Concreting work was still going on at the beginning of October. In the same area of the round holes was a rectangular excavation which, according to a surveyor, was intended for the pumping house.

25X1

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3.

[redacted] was transferred to the construction site at Tutow airfield at the end of September or at the beginning of October 1953. Allegedly, workers were also to leave Schorfheide for Tutow in the near future.

4

the first construction stage will be terminated by 31 October 1953 and that this stage included work on the runway, the southern taxiway with hardstands, and barracks installations, with a total expense of 33 million eastmarks. [redacted] a sum of 16 million eastmarks was allotted for the second construction stage, which included underground installations. Allegedly, the entire building expenses were estimated at about 80 million eastmarks. 2

25X1

25X1

25X1

5.

In September, work was being done on a drainage system along the runway. Drainage pipes were being laid in ditches, 80 cm deep and 1 meter wide and filled with crushed stones, on both sides of the runway. The same drainage system was planned to be built along the taxiway, connecting lanes and spur roads.

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6. Of the billeting buildings, two blocks and the headquarters building were occupied in October 1953. One quartering block housed Soviet women, most of them wearing civilian clothes, who supervised German women engaged in subsequent treatment (sic) on the concreted areas. The other block housed only soldiers and the headquarters building housed the Soviet construction staff and the guard detail.
7. Work on the southern taxiway was intended to be completed by 10 October. The filling of joints progressed only slowly as the edges had to be smoothed. Allegedly, work on the northern taxiway was to start this year although the course of the taxiway had not yet been staked off. During the winter months of 1953/1954, concrete units for shrapnelproof aircraft revetments are to be manufactured. The construction of the revetments themselves has been scheduled to start in 1954.
8. Upon completion of the runway, the joints between the concrete slabs were being filled in at the beginning of October 1953. At the same time, clearing work on the runway was started from its eastern end. Of the southern taxiway, three strips, each 7 meters wide, were concreted from the western corner of the runway as far as marker No 43. From the eastern corner of the runway, two 7-meter-wide concrete strips were completed as far as marker 81 and the middle strip was concreted as far as marker 62. The filling of joints was simultaneously started from the eastern end.
9. Concreting work was started on four of the six excavated holes in the fuel dump in Jagen 162. The inner walls were provided with concrete linings, shaped like cylinders, 80 cm thick and 2.3 meters deep. Between the four holes was another excavation, 8 meters square and 1.5 meters deep, which was provided with a 26-cm-thick brick wall and a 15-cm concrete bottom. 25X1
 a pumping station was being built there. The other two excavated holes were to be provided with the planks for concreting work the week following 10 October. The excavated holes located 60 meters south of the taxiway and north of the railroad line in Jagen 161 and 158 were about 200 meters long, 50 meters wide and 8 meters deep. two additional fuel dumps were to be established there. After the excavation work, no other work had been done there between 5 and 10 October. 25X1
10. Construction work was started on dispersal areas, referred to as "harps", north of the western end of the runway and south of its eastern end. Twelve concrete strips, each 43.47 meters long, 8 meters wide, 15 cm thick and 10 meters apart, were being built. On the site south of the east end of the runway, grading work was completed and concreting work had not yet been started as of 10 October. A concrete road with a turning apron was planned to be established along the northern and southern edges of the dispersal areas respectively.
11. About 350 meters east-southeast of triangulation point 95, a railroad siding branched off from the spur track which extended from Vogelsang to the airfield. The siding led to the southeast. In early October, an 8-meter-wide concrete road, parallel to the railroad siding, was half completed. This road with a 20-cm-thick concrete cover was to lead as far as the Kurtschlag-Mehdenick road. Two additional roads were planned. Large-scale excavation work was under way south of the spur track leading to the field and west of the railroad siding near triangulation point 95. 25X1
 a bomb dump was to be established there.
12. As reported previously, a clearing was cut to the east from the Vietmannsdorf-Gross Doelln road, 150 meters south of the path leading from Grunewald to Gollin Lake. In this clearing, in late September and early October, an approach road was being built to a loading ramp under construction. This road was about 650 meters long, 5 meters wide and was to be provided with a 15-cm concrete cover. Previously, the width was erroneously reported as 4 meters. At the end of the road was a concrete approach to the ramp, 15 meters wide, about 30 meters long and had a rise of about 6 percent. The ramp was 100 meters long and 25 meters wide. At its longitudinal edges was a concrete wall which was 40 cm thick at the top and 1 meter at the bottom. The space between the concrete walls was not yet filled.

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- 25X1X
13. A stretch beginning at the southeastern corner of the southern taxiway at marker 104 was staked off toward the Beber Lake in a southeasterly direction. The markers, which were 40 meters apart, had numbers from 105 to 130.
14. In late September, concreting work on the southern taxiway progressed well, while work was started on the concrete top layer of the large dispersal area at the northwestern corner of the runway. The spur roads, which extended parallel to the taxiways branching off from the runway ends to the south, had been given a 15-cm concrete top layer. The runway was subsequently cleaned and the joints were being filled.
15. In late September, concrete samples, 1x1.5 meters, were broken out of the runway at various spots. [redacted] the manometer 25X1 used for the pressure tests made on concrete cubes at the field bore a Russian inscription although it had been manufactured in Leipzig. The indicator had three rings of figures and indicated pressures from 1 to 300 tons. After the tests, the load factor was written with blue chalk on the concrete cube. The following figures could be determined: 28/14, 23/11, 21/18, and 31/25. 3
16. Construction work was being done on a loading ramp with two ascents south of the taxiway, near the spur track. The apron in front of the ramp had a connecting road, about 500 meters long, to the Vietmannsdorf-Gross Döblin road.
17. In September, the kitchens, HO stores and shop of the consumers' association moved into the building next to the headquarters building. Almost every day, a motor vehicle [redacted] was observed at the construction site. 1
- 25X1A
18. On 25 September, the VEB Anlagenbau Berlin received an order, designated Project No 101, by the Soviet construction staff, Leipzig, via the Ministry for Engineering. The order involved the construction of a high tension station for the large underground tank installation, consisting of four boilers, at Schorfheide airfield. The Soviet construction staff allotted an initial sum of 125,000 eastmarks. Allegedly, the tank installation had underground communication trenches. 2
- 25X1X
19. On 29 September, Lieutenant Colonel Khomutov (fnu), chief of construction staff No 101 at Schorfheide airfield, was in the headquarters building. The barracks installations housed the Soviet construction staff, Soviet soldiers and Soviet civilian employees. The area of the brick quartering buildings was surrounded by a wire fence on three sides and a wooden fence with a gate along the northern edge. A Soviet soldier wearing red-bordered black epaulets and armed with a pistol was posted at this gate. The U-shaped building housing a kitchen at the eastern section was located outside of the wire fence. This building housed messhalls, a canteen of the HO (Trade Organization) and one of the consumers' association, since the former HO barracks had been burned down in September. The place where the HO barracks had formerly been located was surrounded by a wire fence.
20. In early October, the filling of joints on the runway was completed from the eastern section as far as Jagen 189/190. This work still continued. At various spots, cubes of concrete had been broken out of the runway, probably for pressure tests.
21. Concreting work on the taxiway was scheduled to be completed by mid-October. Parallel to the taxiways which branched off from the east and west ends of the runway to the south, there were concrete lanes, 8 meters wide and with a 15-cm concrete cover, on the inside of the field. The strips between the taxiways and the concrete lanes were covered with grass. Each of the taxiways consisted of three concrete strips each 40 cm thick.

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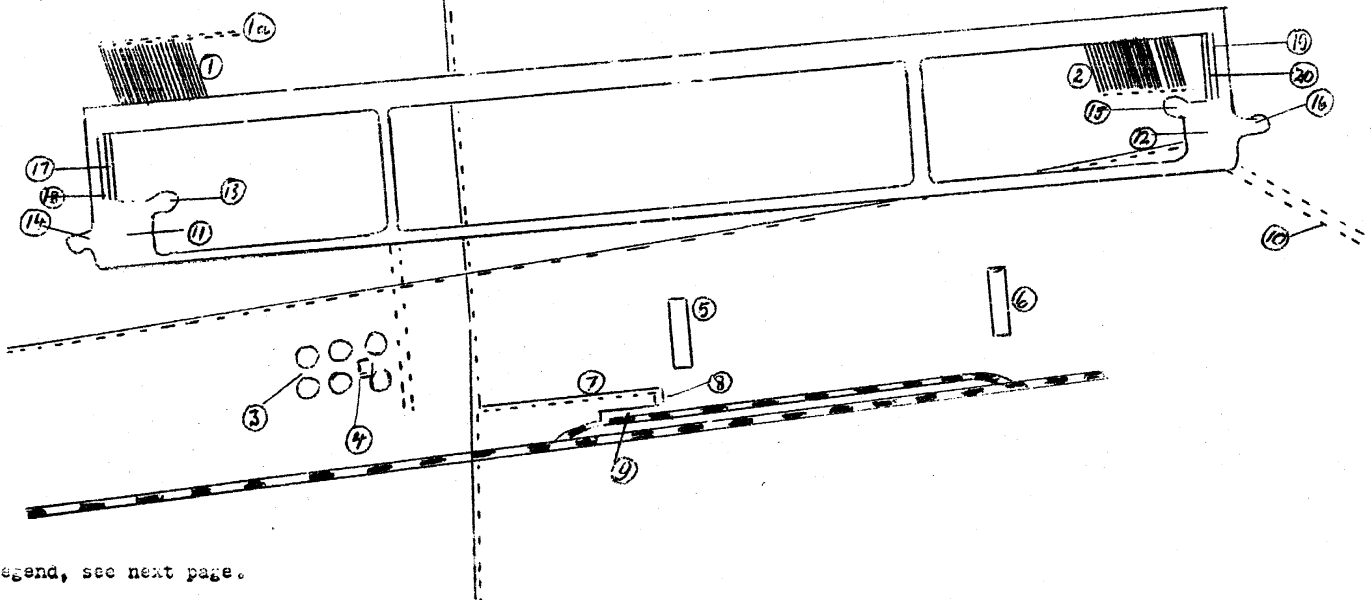
22. Work was started on two strips, each about 200 meters long and 60 meters wide; one strip was at the northern edge of the western end of the runway and the other one was at the southern edge of the eastern end of the runway. These strips which extended in northwest-southeast direction were probably to serve as dispersal areas. There were 13 grass-covered strips on the entire area. The strip at the western end of the runway was provided with a concrete layer of 15 cm. The areas were referred to as harps by the construction workers. Additional dispersal areas were being built at the western and eastern connection lanes.
23. Four round holes, each about 19 meters in diameter, were excavated in Jagen 162, north of the railroad line, west of the railroad siding. A concrete base, about 70 cm thick, was completed in two holes. Splinterproof linings were to be built on the bases. These walls were to project about 1 meter beyond the surface of the ground and their upper ends were to be 35 cm thick. Allegedly, fuel containers, about 16 meters in diameter, were to be placed in the middle of concrete-lined holes. Source made a sketch of such a concrete base. 1
24. A second track, approximately as long as a freight train (sic), was being laid next to the railroad line which ran directly south of Pustgestell, in the southern section of Jagen 199, east of the Vietmannsdorf-Gross Doelln road. The new track branched off and terminated in this railroad line. Its western end was about 100 meters east of the Vietmannsdorf-Gross Doelln road. [] a loading ramp was under construction between the two tracks. Construction work was being done on a concrete road north of the new trackage. The road branched off from the Vietmannsdorf-Gross Doelln road toward the east.
25. At the end of September and the beginning of October, clearing work was being done on stretches, 800 to 1,000 meters long, in the eastern and western extensions of the runway. A road, 10 to 12 meters wide, was being built from the old Zehdenick road to the woods camp in the north. In a few days, work was to start on a concrete top layer, 15 cm thick. Allegedly, three ramps were to be built along the western side of the road as far as the eastern side of the new track.
26. [] 2,114 laborers and other personnel were employed by the Bauunion Brandenburg on 10 October 1953.
1. [] Comment. [] construction 25X1 work at Schorfheide airfield again indicate that this construction project is of great significance. For locations of fuel dump in Jagen 162 and dispersal areas, referred to as harps, see Annex 1. For sketch of concrete base of fuel container, see Annex 2. The locations of all other landmarks mentioned in this report are entered on Map GSGS 4414, sheet 2946/47.
2. [] Comment. The information on the construction costs is received for the first time and indicates the extent of the project.
3. [] Comment. The reported load factors resulting from pressure tests cannot be commented on. It appears possible that not only pressure tests but also breaking tests were made.
4. [] Comment. Lieutenant Colonel Khomutov has been repeatedly reported as the chief of the Soviet construction staff at Schorfheide airfield.

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Annex 1

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For legend, see next page.

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Schorfheide AirfieldLegend:

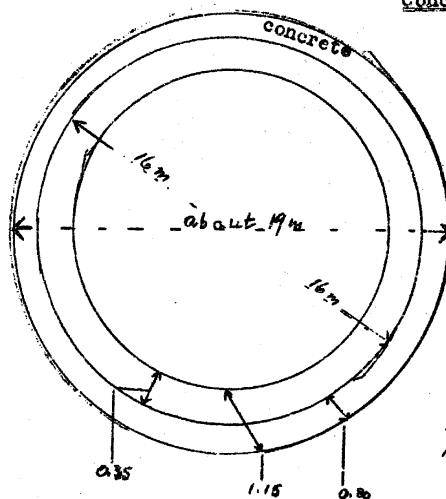
- 1 Twelve strips, referred to as harps, each 8 meters wide, 43.47 meters long and 10 meters apart; first strip begins 90 meters east of western end of the runway
- 1 a Planned road with turning apron
- 2 Planned 12 strips south of runway
- 3 Fuel dump with six holes, each 20 meters in diameter and 1.5 meters deep
- 4 Pumping station, 8 meters square
- 5 and 6 Excavated strips, each 200 meters long, 50 meters wide and 8 meters deep, for additional fuel dumps
- 7 Concrete approach road to loading ramp
- 8 Ascent to loading ramp, rising by 1.6 meters; ascent is 30 meters long and 15 meters wide
- 9 Ramp 100 meters long and 25 meters wide
- 10 Staked-off strip in the woods, scheduled for road
- 11 and 12 Hardstands at taxiway, each 180 meters square
- 13, 14,) Round sections at hardstands, not yet concreted
15 and 16)
- 17 and 20 Lanes for fuel trucks, each 8 meters wide
- 18 and 19 Grass strips, 20 meters wide, between lanes and taxiways

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Annex 2

Concrete Base of Fuel Container
at Schorfheide Airfield



- not to scale -

